CHICAGO DAILY TRIBUNE.

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DAILY TRIBUNE.

Monday Morning.....May 17, 1858.

☞ For MONETARY and COMMERCIAL see Fourth Page.

Another Railroad Bridge Broken—Three Lives Lost.

An accident occurred on Saturday morning about one o'clock, on the Lafayette and Indianapolis Railroad. The Cincinnati night express train north was crossing a bridge 18 miles from Lafayette, when the bridge gave way; throwing the whole train into the water. The fireman, engineer and conductor were killed.

The accident happened at Potatoe creek, 18 miles south of Lafayette. The bridge was 100 feet long, the train running at the rate of 25 miles per hour; and the bridge giving way, the entire train went through to the bed of the creek.

From Mr. EDWARD KILBOURNE, of Keokuk, Iowa, who was in on the train at the time of the accident, we learn additional particulars. The stream was much swollen by the recent rain, and undermined one of the bents of the bridge. The night was pitchy dark, except when lit up by the flashes of lightning.

The engine smashed through, dragging after it the tender, baggage, and two passenger cars. The engineer, JACOB BERANGER, and fireman, MALLORY, were instantly killed; both were horribly mangled. A beam of the bridge entered the baggage car, passing through its entire length, and entered the first passenger car, through the platform or end window, about ten feet. The conductor, J. W. IRWIN, was sitting on the front seat of the car, and was struck by this timber on the left temple, his skull was crushed in; he lived in an unconscious state for an hour, and then died.

The beam held the car from sinking more than a foot into the water. There were about thirty passengers in it, and strange to relate, none of them were seriously wounded, although a few were bruised or jarred. The mail car did not fall its whole length into the creek, but the rear end remained on the abutment, elevated at an angle of forty or fifty degrees. The passengers were thrown forward into a heap, but none received material injury. The whole bridge broken down. The engine, tender and baggage car were literally crushed into fragments. The baggage of the passengers was nearly all lost or destroyed. The engineer was running his train over the bridge at a high rate of speed, and probably had got half over when the locomotive went through it. It seems that the farmers in the neighborhood knew that the bridge was in a dangerous condition, but gave no notice of it. A boy offered to build a fire near it to warn the night train, but his father would not permit him; The crash was heard for more than a mile, and the *expectant* people came rushing to view the scene in a very few moments. The Superintendent of the road was aboard at the time. *He had crossed the bridge at 4 o'clock* of the preceding evening, and appeared not to have been aware of its dangerous condition. We have not space this morning for more particulars.

From Washington.

Corruption of Secretary Floyd—Buchanan still Down on Douglas—Gen. Shields turned Republican.

[Special Dispatch to the New York Tribune.]

WASHINGTON, THURSDAY, May 14. 1858.

Attorney-General Black appeared as a witness before the Willett's Point Committee today, and gave important testimony. Richard Schell's evidence yesterday was very strong, and the case has a much darker aspect than even the Fort Snelling matter. The Administration is greatly troubled by it. It is thought that Secretary Floyd will be forced to leave the Cabinet. His private agent, Latham, has not been arrested yet, though he has been traced to Kentucky. The Committee will probably report on Saturday. Their report, if in session, may defeat Collector Schell's confirmation by the Senate.

Mr. J. Glancy Jones has been personally at work urging the Illinois clerks here to form a club and to send Anti-Douglas Democrats to electioneer in Illinois. This proves that Mr. Buchanan does not want peace, but a sword. He means to crush the Little Giant.

The fishing bounties question took an unexpected turn in the Senate to-day. Movements were made toward the repeal of the sugar duties, which will extend to iron and other protective duties, if the attempt to repeal the fishing bounties be persevered in.

The sugar and iron interests are alarmed, and there is some prospect that the fisheries will not be molested.

Gen. Shields has taken his seat on the Republican side of the Senate, and voted to-day with the Republicans.

[Special Dispatch to the New York Times.]

WASHINGTON, Thursday, May 15.

The long delayed explosion in the case of the House Doorkeeper occurred to-day, and excited considerable sensation. The most grave charges against him, however, were not reported by the Committee on Accounts. The regular Doorkeeper-Investigation Committee have evidence before them showing that he has compelled contributions from even the boy-pages, besides an affidavit of a female, making a charge of a still more disgraceful sort. They are still try to report by Monday. It is taken for granted that he will be dismissed, and consequently, already a dozen candidates have sprung up for the place. Wooldridge, of your city, is again a candidate, with Johnson, Gorman and Divine, who were candidates before, and various others. A movement is also on foot to unite the Republicans, Americans and Douglas-Democrats on an anti-Administration candidate.

In view of the threatened danger to the supplies, &c., the intention has been announced by General Scott of stationing one of the new cavalry regiments at intervals between Fort Leavenworth and Salt Lake, to keep open and protect the line of communication. General Scott says a regiment is wanted immediately for this purpose.

It is understood that the Senate will defeat Morrill's Land bill.

CITY ITEMS.

☞ For PRODUCE and MERCHANDISE Advertisements See Fourth Page.

HALL ROBBERY.—On Friday evening, about ten time, the hall of a dwelling on Superior street, near Rush, was entered by a thief and robbed of two overcoats.

REWARD.—The mayor offers a reward of $100 for the arrest of the scoundrels who beat Mr. Keith, Principal of the Brown School, on the 7th inst.

REAL ESTATE.—Attention is called to the advertisement of auction sale of valuable real estate by J. A. Marshall, on Tuesday, 18, at 10 A. M., on the premises, corner Market and Monroe streets.

BOLD ATTEMPT AT ROBBERY.—On last Thursday night, as Mr. John Caswell, Lumber Inspector, was passing Twelfth Street bridge, on his way home, two men, one of whom struck at him with a club. Mr. Caswell warded off the blow with his umbrella, and in the darkness and storm made good his escape. The fellows were doubtless highwaymen.

ORATORIO OF THE CREATION.—Get your tickets at once, and then go early to the repetition of this Oratorio to-morrow evening. Remember that hundreds who came late could not get in last Tuesday evening.

THE SIDEWALKS.—The mayor calls the attention of the public to the following ordinance relative to sidewalks, and gives notice that it will hereafter be rigidly enforced.

[Section 1 of the City of Chicago, Chapter 53, Article 1, declares that no person shall build or assist in building any sidewalk in any manner other than as hereinafter provided for, from the City Surveyor, or the Commissioners of the proper district, under the penalty of not less than $5 nor more than $50 for each offence. Section 2 provides that sidewalk contracts may be awarded to the lowest responsible bidder, or contrary to any proposition, at the discretion of the Board of Trustees, in either case, the subscribed guaranty for the faithful performance of the contract, and to keep the sidewalk in repair for two years after its completion. Section 3 provides that the Board of Trustees shall have power to remove or re-construct the work, and recover the expense of the same, with interest, by suit before any Justice of the Peace or Alderman of the Division in which the offence is committed.]

THE UNITED STATES STEAMER MICHIGAN.—The United States steamer Michigan, arrived at this port last evening, officers and men all well. The following is a list of her officers: Joseph Lanman, Commander; James H. Sports, R. B. Lowry, James H. Wainwright, James W. Shirk, Lieutenants; James Polk, Purser; James H. Harrison, Surgeon; Jesse K. Rutherford, Marshall P. Jordan, Henry J. Barry, Frank Lovering and Thomas H. Smith, Engineers; James McDonnell, Carpenter; Hannah Ball, Captain's Clerk.

LARCENY OF A WATCH.—James Garrity was brought up upon a charge of stealing a watch from Abram Hess. The accused gave bail in the sum of $300 to answer.

CHANGE OF TIME.—On and after Monday May 17th, trains will leave the Great Central Depot, foot of South Water and Lake streets, as follows: St. Louis and Cairo Express at 9:45 A. M., (Sundays excepted,) St. Louis and New Orleans Express at 8:45 P. M., (Saturdays excepted,) Kankakee Accommodation at 4:30 P. M., (Sundays excepted.)

ACCIDENT.—A lady, whose name we understand is Mrs. Lilly, met with quite a severe accident Saturday afternoon. She was crossing Lake street, at La Salle, and in some manner caught her dress and fell, striking her side upon the curb stone, and was very severely injured. Her friends procured a carriage and conveyed her home. It was supposed she received internal injuries.

BURGLARIES.—On Friday night the candy factory near the corner of Ohio and Michigan streets was entered by burglars and robbed of $40 worth of goods.

An attempt was made the same night to rob the dwelling No. 206 Jackson street, but the burglars were discovered and frightened away by the inmates.

LARCENY FROM THE U. S. MARSHAL.—U. S. Marshal Davidson levied upon a stock of goods at Oneida, Knox county, the property of E. N. Payne, and locked the store up. It is alleged that a day or two afterwards a Mr. Alvah R. St. John, Payne's assignee, broke into the store and sold the goods at auction. St. John was arrested and brought to this city on Saturday. He was taken before U. S. Commissioner Hoyne and gave bail in the sum of $500 to await the action of the Grand Jury.

MENDELSSOHN LITERARY ASSOCIATION.—At a meeting of the Mendelssohn Literary Association, held at their rooms in Kinzie Hall, the following officers were elected for the ensuing year:—President, J. M. Stine; Vice-President, L. Silverman; Recording Secretary, J. Sells Ritterband; Financial Secretary, C. Witkouskey; Treasurer Jos. Foreman; Board of Curators, Isaac Tobrerier, L. Moss, Adolph Loeb, M. Prell and Max Kramez.

CHICAGO MUSICAL INSTITUTE.—This Institute, designed for the preparation of teachers of vocal music, and the benefit of all others who wish to attain proficiency in the higher departments of the art and science, commences its session to-day at 2 P. M., in Musical Union Hall, Larmon Block. The session continues every day from 2 to 5 P. M., for six weeks, under the joint direction of Wm. B. Bradbury and C. M. Cady, assisted by Messrs. Wm. Tillinghast and A. W. Dohn. Quite a number of pupils have already arrived from different States of the Union, and there is a fair prospect for a good attendance.

POLICE COURT.—William Sheriff was fined $1 for violating the sidewalk ordinance.

Otto Knoblock was fined $10 for abusing his family and getting drunk.

Joseph Ward was fined $10 for vagrancy, and for the same offence Auguste Mase was fined $50 and sent 30 days to Bridewell.

For being drunk and disorderly, George Mooney and John Gee were fined $3 each; Thomas Campbell, John Dempsey, John Collins and John Williams $5 each; J. Madison and John Chamberlain $10 each.

ALLEGED LARCENY OF A STOCK OF GOODS.—On Saturday last Wm. Goodheart, of the firm of Leopold & Goodheart, clothing dealers in this city and Cincinnati, was brought before Justice D'Wolf upon a charge of the larceny of $8,000 worth of clothing from the store of Meyers Goldsmith, at Nos. 21½ and 23 Clark street. It appears that Goldsmith owed the Cincinnati concern some twelve or fourteen thousand dollars, and that Goodheart undertook to settle up matters, and drew up a bill of sale of Goldsmith's goods, which the latter refused to sign. Goldsmith was arrested upon a caplas and lodged in jail. It is alleged that while Goldsmith was in jail Goodheart forcibly entered the former's store, packed up the goods and removed them to his store in this city. Goldsmith was taken before the County Judge, where the question of fraud was tried by a jury, and he was discharged from imprisonment. Goodheart was then arrested upon the charge of larceny, and after hearing the evidence, the magistrate required him to give bail in the sum of $5,000 to appear for trial upon the finding of an indictment by the grand jury.

CHICAGO, ALTON & ST. LOUIS RAILROAD.—The summer arrangement of this road is as follows:—Express trains going south leave the depot, corner of Van Buren and Canal streets, West Side, Sundays excepted, as follows: Express mail leaves Chicago at 9 A. M.; arrives at St. Louis at 11:45 P. M.; Night Express leaves as follows, Saturdays excepted: Leaves Chicago at 9 P. M.; arrive at St. Louis at 11:45 A. M.

Trains arrive from St. Louis at 7:10 A. M., and 10:30 P. M.

Joliet Accommodation, stopping at intermediate stations, leaves Joliet at 7 A. M.; leaves Chicago at 5:30 P. M.; arrives at Chicago at 9 A. M.; arrives at Joliet at 7:30 P. M.

Through tickets can be had at 48 Dearborn street, at the Company's office, (opposite the Tremont House,) Chicago; at the depot, corner of West Van Buren and Canal streets, and at the principal railroad ticket offices in the eastern, middle and northern States.

PITTSBURGH, FT. WAYNE AND CHICAGO RAILROAD.—The New York *Tribune* of Friday, says:—

The earnings of the Pittsburgh, Fort Wayne and Chicago Railroad, during the month of April were as follows, viz:

From Freight	$256,534 49
" Passengers	69,906 78
" Mail	4,482 26
" Rent of Road	5,000 00
" Miscellaneous	244 67
Total	$337,060 23
Earnings for month last year	162 742 50
Decrease, (35 8-10 ⅌ cent.)	$ 20,682 27

The expenses for April, 1858, were as follows:

Station Expenses	$ 7,474 17
Gen'l Expenses	2,966 63
Repairs of Machinery	13,950 01
" Track and Roadway	20,974 60
" Structures	1,803 07
Total	$ 73,740 84
Expenses for some month last year	77,704 28
Decrease, (5 3-10 per cent.)	$ 3,963 74
Net earnings for March, 1858	83,038 23
" 1857	43,139 69
Decrease in net earnings	$ 21,718 85

We are informed that a contract has been entered into between this Company and the Pennsylvania Railroad Company which insures the completion of the Pittsburgh, Fort Wayne and Chicago Railroad to Chicago, by the 1st of November next. The work is progressing vigorously, with that view. The Pennsylvania Road and this road will then be operated in harmony, under one policy, constituting them, for all practical purposes, a single through line of 518 miles from Philadelphia to Chicago, and reducing the distance between New York and Chicago to 906 miles.

SILK WEAVING IN CHICAGO.—Mr. Hugh Dougherty has started a silk weaving factory in this city, the only one in the United States, and is making arrangements to go extensively into the business. The manufactory is situated on the alley running from Clark to Lasalle streets, between Lake and Randolph streets. Mr. Dougherty commenced business in this country as an agent for an English silk importing house, and conceived the idea of manufacturing the goods from the raw silk in this country instead of importing them, the raw material costing no more here than in England, and he started a factory in Boston. The experiment was successful and Mr. Dougherty is determined to extend his business.

Here he has as yet but one loom running, and that by hand power, and has as yet done no work except the weaving of plain dress patterns, of various styles. He has so far purchased his silk already "thrown," as the process of preparing and spinning is technically termed, and dyed, but, we understand, will soon have his arrangements perfected, so as to enable him to take the raw material, and pass it through all its intermediate stages, from the dusky, brownish-yellow cocoon, to the magnificently colored robes. It is, we believe, the intention of Mr. Dougherty, in addition to the weaving of dress-patterns, to introduce the manufacture of fringes and other silk trimmings. If the attempt be successful, we see no reason why the raising of the raw material may not be made a profitable branch of rural industry in this vicinity. The climate will certainly admit of the growth of the mulberry, upon which the silk-worms feed, and with a home market, once opened, we venture to predict that a supply can soon be had nearer than the Kingdom of the Celestials, who have hitherto monopolized the trade in this article.

Legal Intelligence.

COOK COUNTY CIRCUIT COURT—JUDGE MANIERRE

John Bergman vs. George Redington, appeal. Dismissed at plaintiff's cost, as per stipulation on file.

Jacob and Solomon Newberger vs. Norton Kelsey, assumpsit. Judment by default for plaintiff and damages assessed at $380 28. Execution suspended until further order of the court.

U. S. CIRCUIT COURT—BEFORE JUDGE DRUMMOND.

Richard Morgan vs. Peoria and Oquawka Railroad, W. H. & N. B. Cruger, *et al.* In chancery. The court ordered an attachment for contempt, defendants having failed to file their answer to interrogatories of plaintiff as heretofore ordered under rule. The matter out of which this affair grows involves many thousand dollars, claimed as damages for balance due on contract, services under contract, &c. in building the road.

Fulton City Bank vs. The Commercial Bank of Chicago. It appears that when the Commercial was in operation it sold a draft for $935 on New York, payable at Wadsworth & Sheldon's. The draft was dated December 11th, but was not presented till the 8th of January. In the meantime Wadsworth & Sheldon failed. The defense is that the great lapse of time occupied before presentation frees them from payment responsibility. On the other hand the answer is that the mails were very irregular at that time, and no unnecessary delay occurred. The case will be argued to day.

U. S. DISTRICT COURT—BEFORE JUDGE DRUMMOND.—The Grand Jury found true bills against George Beach for opening letters; Abeal Martin for stealing letters; and Martin H. Burdick for stealing a letter.

A PRESENTATION.—On Saturday evening a pleasant company assembled in the office of the Pittsburgh, Ft. Wayne & Chicago Railroad, composed of the personal friends of Daniel W. Boss, the general agent of the road. The occasion of the meeting was the presentation of a very handsome and valuable gold watch to Mr. Boss, a gift from thirty-six of his personal friends, and a testimonial to his worth as a citizen, a railroad officer and a man. Mr. Boss was purposely kept in ignorance of the instructions of his friends and was surprised to find his office crowded with citizens on Saturday evening, who apparently had no business to transact with his road, and this surprise was greatly increased when Col. J. W. Bell stepped forward and in a brief and pointed address placed in Mr. Boss' hands the voiceful reminder of the appreciation by his friends of those better qualities of heart and mind which have made him so deservedly popular and respected. Mr. Boss replied in a happy manner, and some toasts and speeches. The watch was accompanied by the following document, to which was appended the names of those who presented the gift:

"Actuated by no other feelings than a just and high appreciation of the many virtues of Daniel W. Boss; we, the undersigned, his personal friends, have selected this emblem of simple merit, and offer it as a token of regard which we hope may be as lasting as are those qualities of heart and mind which endear to him as a true friend of the poor and needy of the land, and the beloved of his friends everywhere.

"Having no doubt that with his posterity will send those kind and benevolent qualities which so much adorn his private life, that each future generation may be blessed with a Boss as worthy as our Dalel."

THE ORIGIN AND DESTINATION OF MAN, ILLUSTRATED IN A NUTSHELL.—At the Music Store of Messrs. Higgins Brothers, No. 45 Lake street, there is a very curious and remarkable machine, said to have been invented by spirits, which bears the above caption as its motto; and whose history is no less singular than the thing itself. A short time since a woman, under the circumstances, named Mrs. RYER, [illegible] on the West Side, came to Mr. Higgins and said that the spirits had directed her while in a trance state, to make this machine, and had commanded her to bring it to him, without giving any further information with regard to it. She added, that she was very poor, and that the "nutshell" had cost her $160. The Messrs. H. allowed her to leave it at their store for exhibition, and through the politeness of one of the patrons we had an opportunity of witnessing its operation. Externally, when closed, it presents the appearance of a large nut about three feet in height, from the top of which a number of leaves issue forth, upon which is written the title at the head of this article. An opening upon one side of the "shell" permits the internal apparatus to be seen. This consists of a circular, stationary plate of glass, something like the face of a clock, upon which is represented the different strata of the earth, the seven and divisions of the Animal Kingdom, and the seven "circles" of the spiritual spheres; behind this are two other circular plates, moved by clock-work in opposite directions, corresponding to the different circles upon the outer face. One of these plates is covered with beautiful figures of the various classes of animals, beginning with the lowest forms of animal life, and ending with man. The other is covered with figures of ascending angels, and various symbolical designs. A mere description can scarcely afford an adequate idea of this very ingenious invention, and those who are interested will do well to see it for themselves. It is certainly very remarkable both in its execution and conception. That a poor woman, without education, should be able to design a machine so strictly scientific as far as its *earthly* classification is concerned; or that being able, she should, without apparent motive, incur the expense and run the risk of detection, for the sake of deceiving, is almost incredible. Nevertheless the "nutshell" is a fixed fact, and those who are unwilling to adopt the spiritual theory as to its origin, will find the subject one of curious enquiry.

A GOOD ARRANGEMENT.—Mr. Geo. B. Armstrong, Deputy Post Master, has made a very decided improvement in the manner of distributing letters to the delivery boxes. Heretofore the delivery clerks have distributed letters and papers to the boxes from memory and when it is remembered there are forty-five hundred boxes, it will not be surprising that many blunders should be committed. Mr. Armstrong's new system is to place upon each letter the number of the box in which it is to be deposited, and to distribute the letters by the numbers instead of the names. For this purpose the names of all persons to whom box letters are deliverable are legibly engrossed in alphabetical order in books furnished for that purpose. The number of his box is placed opposite each person's name, and the letters are numbered in the corner by the clerk and then placed in the boxes by the numbers, not as heretofore by the names. In order to facilitate the sorting the letters are first separated alphabetically, Ab. Ac. Ad. &c., &c., so that the numbering clerks are enabled to proceed very rapidly. By this arrangement mistakes will not so frequently occur as under the old system, indeed there will be no good excuse for an error at all, and should a clerk be taken sick, or be discharged, the interruption in the distribution of the mails, which have heretofore so greatly annoyed the public will not occur.

Mr. Armstrong has also introduced a system of checking registered letters so that every clerk, into whose hands they pass, receipts for them and is held responsible for their safety. A department for the exclusive delivery of letters for ladies has also been organized. These improvements have long been needed and the public will thank Mr. Armstrong for introducing them.

ANOTHER COURT MARTIAL.—FARCE NO. 2.—FUSS AND FEATHERS STILL THE ORDER OF THE DAY.—Capt. Barker, of the Chicago Dragoons received the following letter a few days since, notifying him that he must attend to a little Court Martial, in which he was to figure as a prisoner instead of the Court:

HEAD QUARTERS 20TH ODD BATTALION, ILLINOIS MILITIA.
[Battalion Orders No. 12.]

WHEREAS, a complaint has been this day made to me by Capt. Reuben Cheverand, of the city or Chicago (under the protection of the constitution, of the battalion, relative to courts of inquiry) that Charles Barker, of the same place, has intruded into and assumed the office of Captain (commandant) of the Chicago Dragoons, which the said complaint says by right belongs to him, said complainant. Now, therefore, in pursuance of the power vested in me as Major commanding said battalion, I hereby appoint the following named officers, holding commissions in said battalion as members thereof, and to determine the rights of the respective parties to the enjoyment of said office, to wit:

Leverin F Cheney, Paymaster of Battalion; Ingraham, Quartermaster; S J Davenport, Adjutant; W E Judd, Captain, and J W Reed, Lieutenant.

And I do command them, the said officers above mentioned, and each of them, to assemble on the corner of Fulton and Clinton street, in uniform uniformed, in due and regular form, on the 4th day of May, 1858, at the hour of 10 o'clock A. M., and there proceed to discharge the said duties of inquiry, and to hear and decide, and report to me the proceedings there had and their determination thereon, within thirty days from date hereof.

Given under my hand and seal this fifth day of May, 1858.

G. H. CARROLL, Major Com. 20th Odd Bat'n. Ill Militia.

Attest: S. J. DAVENPORT, Adj't.

At the appointed hour, Capt. Barker and his witnesses appeared at the corner designated, and believing from the wording of the order that the Court would be held in the street, arranged a pile of lumber in the most convenient manner for the accommodation of all parties, and quietly awaited the advent of the Court. Long past the appointed hour the Court came, clothed in from one quarter to one-eighth uniform, including two shocking bad hats. The prisoner was invited to go over to the ante-room of Fort Dearborn Lodge, I. O. O. F., but he insisted that the Court should be organized on the lumber pile, as commanded in the writ, but finally consented to go to the ante-room, as a matter of personal favor to the Court. As soon as the Court organized, the President asked the prisoner what the d—l he was charged with, but the prisoner did not know, and, after a long consultation, the Court failed to learn upon what charge the prisoner was to be tried, and adjourned for a week. The farce will probably come off at the appointed time, provided the Court can ascertain for what purpose it was organized.

GALENA AND CHICAGO UNION R. R.—NEW AND DESIRABLE ARRANGEMENT.—To-day, Monday, the contemplated arrangement for connecting this city by a double bond with Janesville, goes into effect.

Two trains will leave the Central Depot daily, viz: at half-past nine o'clock in the morning and at five in the evening, arriving in this city at a quarter past 5 A. M. and a quarter past 4 P. M., making the route between Chicago and Janesville in five and a half hours.

These trains make immediate connections at the latter place for Madison and all points on the Milwaukee and Mississippi Railroad, enabling passengers to reach them as expeditiously as by any other route.

While the fare is the same as by other roads, there are certain features in this arrangement not likely to be overlooked by through passengers, and among them the following may be named: The change of cars is effected in the same depot in this city, without subjecting travelers to a city transit, and the attendant delay and expense, freight is transferred from the eastern roads without cost, it being done in the same depot, while the depot of the G. & C. U. R. R. Company afford the most desirable facilities for the disposition of freights, lumber, &c., without any additional charge for dockage.

This route passes through a most beautiful section of country, and a chain of flourishing towns, among which are Elgin, Marengo, Belvidere and Beloit.

In this connection, it is proper to direct attention to the Company's advertisement, by which it will be perceived that the grand machinery of the road is in full motion. Two passenger trains leave this city in the morning: the Fulton at half-past eight and the Freeport at half-past nine. In the afternoon and evening, the Elgin, at ten minutes before three; the DeKalb at four; the Janesville at five; the Fulton at eight; the Freeport at eleven—making a total of seven westward bound passenger trains each day.

Every twenty-four hours nearly forty trains pass over this road between this city and the Junction, and there diverge, some making a new line to the Mississippi, others making their way towards Galena, and others still winding away into Wisconsin.—*Journal.*

MR. UNGER'S AFTERNOON CONCERTS.—EDITOR TRIBUNE:—Is Mr. Unger really going to give up his Afternoon Concerts? I sincerely hope not. On Wednesday afternoon last every piece was a treat—several were exquisitely done. An opportunity to hear such music once or twice a week, for such a moderate price, is a public privilege. It must be beneficial to public morals. Can we not induce Mr. Unger to continue it without us so refined and refining a pleasure? W.

MCVICKER'S THEATRE.—Miss Davenport will commence an engagement of six nights this evening. The play of "Love" has been selected, in which she will perform the *role* of the Countess. We bespeak for this charming artiste crowded houses.

CARHART.—N. D. Carhart, at the Illinois Central Depot, one of the most popular of our newsmen, has all the latest papers and magazines. We have found a able a pile of valuables, for which we are indebted to him.

LONDON ATHENÆUM—ILLUSTRATED NEWS.—Mr. Carnes, 134 Lake street, respectfully informs his friends and customers that the above English Weekly papers may always be found on file for their accommodation at his establishment.

☞ WHEELER & WILSON'S Family Sewing Machines—Northwestern Office, at 169 Lake Street.
GEO. B. CHITTENDEN, Agent.

Stitching done at this office by Machines, thereby affording ladies an opportunity of judging for themselves of the capabilities of the machine.

The highest premium awarded by the American Institute, N. Y. Crystal Palace, 1856 and 1857; also, Maryland Institute, Baltimore, and Maine, Connecticut, Michigan, Illinois State Fairs, and Cook County Fair.

OPINIONS OF THE NEW YORK PRESS.

We prefer them for family use—Tribune.
They are the favorites for families—Times.
Do the work of ten ordinary sewers—Jour. Com.
The machine for family use—Advocate and Journal.
Most honorable to American genius—Independent.
Will give entire satisfaction—Observer.
Worthy of the highest award—Sabbath Recorder.
In looking for the best, see those—Examiner.
Beyond all question, the machines—Life Illustrated.
The best ever invented—Christian Enquirer.
They maintain the pre-eminence—Express.
Vastly superior to all others—Golden Rule.
We cannot tire in its praise—New Yorker. my14-4t

WRITE H. C. Burtman & Co., of 403 Broadway, New York, for Circulars, describing the most wonderful simple and effective Sewing Machine in the world. See advertisement in another column. Ja16-tf.

WOOD'S HAIR RESTORATIVE.—We have never known any other medicine win as large a share of public confidence in so short a time as this has done. It has now been more than a year since we first heard of it, and it now stands at the head of all remedies of the kind. We have never used any of it ourselves, having had no occasion, as our "crown of glory" (not only as yet retains its original color but is more so—but some of our friends have, and we can say with pleasure, that it fail to restore the hair to its original color. We advise such as are becoming premature gray, to give the "Restorative" a trial.—(Chester (Ill Herald. Sold by all good Druggists. may14dw2w

Sales by Auction.

CASTLE ROCK.

GREAT SALE OF LOTS, AT AUCTION,

Thursday, June 10th, 1858.

THIS NEW AND PROSPEROUS MANUFACTURING town is situated on the OSAGE RIVER, at the head of low water navigation, TWELVE MILES from Lake Michigan, and finds its location in the centre of the great State of Missouri. Two years ago it was a wilderness. There is already located there one of the largest

Steam Saw and Flouring Mills

in the West, as well as several smaller factories, for the manufacture of various articles of wood and iron.

The Osage River is navigable for steamboats, and this point is unsurpassed. Already the hulls of four steamboats have been built, and others contracted for. Two extensive flouring mills are now in the course of erection. There is no point in the State so eligible for manufacturing purposes. In the vicinity, the finest timber in the state can be had at low rates.

Provisions are cheap, and for health fulness the location of the town is unsurpassed.

The constant and increasing demand for Lots has induced the proprietors to sell at auction, on the above day, thereby giving to all an equal chance to procure the best Lots. SALE POSITIVE.

Terms of Sale.

One-fourth cash; balance one, two and three years, with interest payable annually, at the rate of six per cent. per annum.

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Only One Dollar per Annum.

The "Church Record," published in this city by Mr. Jas. Grant Wilson, is to be enlarged and devoted to the interests of the Episcopal Church. As we are informed, it is to set forth and defend the sound conservative views of the Church, and to be glad to have our parishioners aid Mr. Wilson in so good a work by becoming its patrons.

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J. W. CLARK, Rector of Grace Church.
G. F. WORTHEN, Rector of St. Augustine Church.
C. V. KELLY, Presbyter.

Chicago March 27, 1858.

☞ Subscriptions received at the Publication Office, No. 16 Portland Block. JAMES GRANT WILSON,
Editor and Proprietor.

BY TELEGRAPH.

XXXVth Congress—First Session.

SENATE—MAY 15.

Mr. Gwin of California, presented a memorial of the Legislature of California, calling on the Executive to take up the case of Juan Ensey, who was seized by an armed band of Mexicans in Arazona, and carried to Sonora where he is still held captive.

The California delegation had written to President Comonfort, who gave orders to have the prisoner released, but his orders being disregarded he professed himself unable to enforce it.

Mr. Gwin spoke warmly on the subject of Mexican outrages on American citizens, and hoped ere this Congress adjourned, the Government will send a ship-of-war to that coast to demand reparation. The prisoner is the only survivor who can testify to the Sonora massacre of Americans by the very party who invited them to Mexico. The subject is referred to the Committee on Foreign Affairs.

Mr. Seward introduced a joint resolution to authorize the President to give notice to the Government of Hanover for the abrogation of treaty of 1836, which imposes restrictions on commerce.

Mr. Crittenden, of Ky., presented the petition of Tall and Shaffner praying for an amendment to the act of March 3, 1857, which grants concessions to the Atlantic Telegraph Company to the effect that that act be extended to all Atlantic lines.

The petition was ordered to be printed, and referred to the Judiciary Committee, inasmuch as it may involve questions of law.

A debate ensued whether the general appropriation bill, or the business of the District of Columbia should be taken up. The appropriation bill was finally taken up by a vote of 25 against 22. Whereupon Mr. Brown said that all his labor was thrown away, and tendered his resignation as Chairman of the District Committee.

After a few minutes spent in the attempt to adjust matters, Mr. Hunter withdrew the Appropriation bill, harmony was restored, and the business of the District went on. It will continue all day.

Several bills relative to the District of Columbia were then passed. Adjourned.

HOUSE.

R. W. Latham, who was summoned as a witness in the Willett's Point examination, was, in pursuance of a previous order, brought before the bar of the House by the Sergeant-at-arms, when his statement detailing the circumstances of his absence from the city, and disavowing any purpose to be disrespectful to the House, was read.

Mr. Haskin, of N. Y., made some explanatory remarks, and as Mr. Latham had voluntarily appeared, the matter, on Mr. Haskin's motion, was ordered to be discharged, on giving his testimony before the Committee.

Mr. Smith, from the Select Committee to which the subject was heretofore referred, presented a bill to apportion the clerks and messengers of the several departments, among the States and Territories and District of Columbia.

The House then considered the private calendar.

The bill for the relief of Barclay & Livingston and others, by refunding the duties on merchandize destroyed by the great fire in New York in 1845, was, after a lengthy debate, killed by 10 majority.

Adjourned.

The late Accident on the New York Central Railroad.

UTICA, May 15.—The coroner's jury in the case of the recent disaster have agreed on their verdict. The finding of the jurors is understood to have been unanimous at once. The verdict is: We find that the persons whose bodies have been viewed by us, came to their deaths by the giving away of the bridge of the New York Central Railroad, crossing the Saucquet Creek, in the town of Whitestown, Oneida county, on the morning of the 11th of May, and they were all passengers on the Cincinnati express train, coming west. The deaths were caused by the insecurity of the bridge, owing to the latter being decayed and rotten. A portion of the bridge was constructed of inferior timber, the same being bastard elm. We find the deaths were caused by culpable neglect on the part of the N. Y. Central R. R. Co., in not causing the bridge to be properly examined.

Desperate Outlaws in Kansas.

KANSAS CITY, May 13.—Intelligence was received here last night from Lecompton, to the effect that a band of marauders committed numerous depredations in that neighborhood on the 11th, robbing several settlers, and the store of Wm. Wells, 15 miles from Lecompton.

The gang is said to number sixty men, completely armed, and is asserted to be the same band which perpetrated the recent robberies and murders at Fort Scott. No pursuit was attempted.

Important from Washington.

WASHINGTON, May 15.

The Minnesota Senators have drawn lots. Gen. Shields drew the term expiring in March, 1859, and Mr. Rice that ending in March, 1863.

Dispatches from Lieut. Col. Simpson, dated Fort Leavenworth, May 7, state that the 6th Infantry, under command of Lieut. Col. Andrews, and a company of engineers, commanded by Lieut. Duane, left that day en route for Utah.

The regiment would go via Fort Kearney, thence diverge from the Oregon route as far as the South Fork of the Platte, and thence through the Black Hills to Fort Bridger.

This route was surveyed and located by Lieutenant Bryan in 1856, and is 70 miles shorter than the old one.

Gen. Smith was expected to arrive at Fort Leavenworth on the 9th inst.

The Senate, in executive session to-day, confirmed Joseph Williams as Associate Justice of Kansas, and sundry postmasters in Massachusetts, including Nahum Capen as postmaster of Boston. Lieut. Ives, in his official letters, states that the exploration of the Colorado has so far progressed well, and that the Mormons do not appear to have been successful in conciliating the Mohaves. The latter are jealous of their approach. A party have been sent to examine the route from the Mormon road to the Colorado river south of the Big Canon, which work, with the exploration of the Valley of the Virgin, would be finished in the course of two weeks. When this information has been obtained, the practicability of this route as a channel of communication from Utah to the Pacific will be determined. This is one of the most important objects of the expedition.

Important from Mexico.

WASHINGTON, May 15.—New Orleans papers are to hand containing Rio Grande advices to the 1st instant. The reports were that Durango had pronounced in favor of Zuloago against the liberals. Parodi's forces had deserted to a man, and joined those of Zuloago. The New Leon forces were too weak to accomplish anything. Cavarajal was to leave for Tampico immediately, taking with him but few troops.

Three persons at San Luis had been found guilty of an intention to assassinate Vidaurri Larza and Yayas, and were hung.

Information had been received to the effect that Vidaurri's forces, under Suassa, had failed to make an impression on San Luis, and consequently retreated.

The papers also contain Monterey advices to the 21st ult. Vidaurri's army was in condition enthusiastically awaiting the rumored approach of 3,000 government troops.

Gen. Henningsen arrived at Monterey on the 17th ult.

Col. Lockridge had opened a correspondence with Vidaur

DAILY TRIBUNE.

NO. 51, SOUTH CLARK STREET.

CITY OF CHICAGO.

Monday Morning.....May 17, 1858.

The American Tract Society.

We publish this morning the proceedings of the annual business meeting of the American Tract Society. It was a sort of *quasi* religious mob. The triumph of the slave drivers was complete at all points—effected mainly by the cotton worshippers of Wall street and South street, New York, who mustered every vote in the city and controlled the whole action of the meeting. The argument being all on the other side, the majority resorted to parliamentary garroting, and but for the persistent energy of Dr. BACON, of New Haven, Drs. CHEEVER and THOMPSON of New York, Judge JESUP, of Pa., and an honorable few, would have gagged the opposition and crowded their canons programme through without debate. Of course, this struggle settles nothing. As Dr. BACON declared, the war will go on during the lives of the present members and be bequeathed to posterity; and the question will never be settled till it is settled right. The victory is simply a triumph of the counting rooms of New York over the virtue, honesty and Christianity of the nation. Any person can become a life member of the Society by the payment of twenty dollars in one contribution, or a life director by the payment of fifty. Each life member and life director is entitled to vote at all regular meetings of the Society; the directors only, voting at the election of officers. That New York city should be able to outvote the members from distant States who cannot all times afford to spend fifty or a hundred dollars in traveling expenses, though their failure to do so may drag the Society in the dust, is not after all so surprising. We would call special attention to the powerful effort of Dr. BACON, in the midst of the cat-calls, to arrest the Pro-Slavery tide. It was ineffectual of course against the candle-box arrangements of Rev. South-Side ADAMS & Co. The sentiment of the North West was ably represented in the meetings by the Rev. Messrs. PATTON and BARTLETT of this city.

—We have been compelled, by a press of other matter, to divide the proceedings. The remainder will appear in to-morrow's issue.

The Vote on the Lecompton Bribery.

Our advices from Kansas indicate two things conclusively: that the majority against the Lecompton bribery will be overwhelming, and that swindling and Calhouning, whether at the polls or in the returns, will be prevented by the stout arms and hearts of freemen. Since the arrival of the news that the ENGLISH bill had become a law, all differences in the Free State party have been healed and a united front is opposed to the abominable thing. The bribe and the threat are alike scorned and hooted at. All the leading men in the Territory except the original Lecompointes, are actively combatting it, and the prospects are that the vote will be the largest ever cast. A private letter dated Quindaro, May 10th, says:

"You will hazard nothing in stating that our people will reject Lecompton by a vote which will bring a blush to the brazen cheeks of its framers. Public meetings will be held at all points in the Territory. We hold one here this evening which will be addressed by Governor Robinson. He (Gov. R.) feels a greater solicitude in regard to this move of the Administration than upon any previous development of the slave conspiracy. He regards it a movement not only to subjugate us, but to destroy the Republican party in the Union, and thus perpetuate the dynasty of which Buchanan is the scandalous head. Deeming the English bill a bid for our dishonor, it is our religion to show that bribery cannot accomplish what persecution, fraud and oppression have failed to secure. I cannot tell how large a vote will be cast for it. The Pro-Slavery men and Democrats may muster 5,000 voters. I hardly think they can do more.

"Arrangements have not yet been made for guarding the polls, but you may rely on the determination of our men to protect them. We will labor with untiring zeal, fully conscious that the hopes of freedom both in Kansas and the nation hang on the result."

Attempt to Remove the Capitol from Madison to Milwaukee.

A vote was taken on Saturday afternoon in the Wisconsin Legislature, for the removal of the Capitol from Madison to Milwaukee. It was defeated by *one majority*—the Speaker's casting vote. The bill passed its engrossment on Thursday by eight majority, but the alarmed citizens brought such a battery of expostulations and entreaties to bear on the members that the eight majority was reduced to a tie, and the Speaker saved them the loss of the Capitol for this year at least.

Fort Winnebago was an applicant for the capitol, but finding that the Milwaukee interest was very strong, voted to keep it at Madison for the present. Had the bill passed the House, it is claimed that it would have easily gone through the Senate, and there was no doubt but it would have received the Governor's signature.

The people of Wisconsin generally, believe that Madison has grown so corrupt that it is not safe or proper to let the State Capitol remain there any longer. It seems to have become the head quarters of all the political blacklegs in the State. The "forty thieves" have increased their numbers and audacity ten fold, and Madison is the grand rendezvous of venders and receivers of bribes and black mail, of plunder and speculation. The late exposure of the Land Grant corruption, has confirmed the public in the opinion of the utter rottenness of the politicians who congregate there, and it is thought that a removal of the Capitol to a new place might accomplish a reform in the morals of the public men of that State.

Catching of a Vessel and Reported Loss of the Entire Crew.—

The propeller Wisconsin came into Cleveland, Wednesday afternoon, and reported that when running before the wind in the late gale, she saw a black topsail scow capsize near Rondeau. Seven men were seen to cling for a while to the wreck, and then, losing their hold, to disappear one by one in the water. It is probable that the whole crew was thus lost. The sea was so rough at the time that it was impossible for the Wisconsin to render any assistance, nor yet was it possible to ascertain the name of the vessel.

P. S. The scow above referred to, proves to be the Traveller, owned by Mr. J. Prouty of Buffalo. There were only three drowned, viz: Mrs. Draper, wife of one of the seamen, Charles Gates, son of the late Horatio Gates, of Buffalo, and another seaman, name not learned.—The T. capsized as she struck the reef on the inside of the Point.

The Livarpool Trade.—

It has fallen to our lot nearly every day for some weeks past to chronicle some new feature of this trade, which promises to open so vast a field for enterprise. Not only are some of our vessels nearly ready to start with full cargoes, but the trade is found so remunerative that vessels from other ports come here for the purpose of obtaining cargoes. All the loads which have been taken out this spring have been lumber, but yesterday a cargo of 12,000 bushels wheat was purchased, which will be shipped in a few days. The schooner Correspondent, of Cleveland will take it out.—*Det. Free Press.*

A Mysterious Visitor.—

Officer Durfee arrested a man at the depot, last evening, disguised in women's clothes, who came in on the Albany train, having a ticket from Chicago to Boston. He had no hoops and did not make a very elegant appearance. In his valise he had a pistol, loaded and capped, and among other articles a lot of mysterious tin canisters, which may be hand grenades, for all that we know, such as were used against Napoleon. He was placed in the lock-up for the night, where he soon divested himself of his female toggery, showing a man's dress underneath. He will probably be called on to give an account of himself before Judge Morton this morning. He does not give his name, but says he was wearing female apparel in order to surprise his wife when he should reach home, in Boston, at midnight last night. Passengers who came from Chicago say they have noticed this slovenly looking woman at various times along the road.—*Springfield (Illinois) Republican.*

The prisoner was discharged the next morning, as there is no law in Massachusetts against a man wearing women's clothes.

THE GREAT TORNADO.

GALESBURGH.

[Correspondence of the Tribune.]

GALESBURG, May 14th, 1858.

The frightful storm which swept through this section Thursday afternoon, visited our city with terrible power.

The direction was at first north-west, but varied soon to north-east, and came down with overwhelming force, carrying away every moveable thing, tearing up trees and sidewalks, unroofing houses, burying in ruins numerous buildings and frames, and racking others into unsafe positions.

The storm was accompanied by an unheard of volume of rain, pouring in such torrents as to perfectly fill the atmosphere, concealing the nearest objects, and making the air so dense with water that respiration could with difficulty be sustained out of doors. The ravages in our city are not yet entirely known, but the greatest loss was the entire destruction of the new and unfinished Church of the First Congregational Society, upon which $19,000 had already been expended. The spire, (the highest in central Illinois,) was twisted from the tower and hurled upon the central rections of the roof, crushing it in to the basement floor, and so racking the walls that they soon fell, leaving only the end walls standing, which were supported by projections. The Church was a beautiful structure, being near to completion, and its loss will be felt by the whole city.

The Catholic Church, a good substantial building, erected during the past year, was entirely demolished.

The new College building (Knox College) was somewhat damaged. The front gothic window, two stories in height, was blown in, admitting the storm and rain, damaging floors, ceilings, &c.

Lombard University also sustained some damages.

The new Female Seminary of Knox College was injured badly in the roofing, sashes, cornices and chimney.

The engine house of the Chicago & Quincy R. R. was crushed by the force of the storm, burying in its ruins engines and other railroad stock, with considerable injury. Several cars on the Peoria & Oquawka R. R. were capsized near the depot and broken. A large number of buildings around the depot belonging to the companies, and, also, private dwellings, barns and out houses, in that vicinity, were twisted about or overthrown by the hurricane.

A new brick dwelling, lately erected, belonging to Major McKoy, was badly injured, the roof being carried away and the building left uncovered to the torrents of water which poured in, and destroyed the interior to a great extent. The building cost $7,000, and will be repaired at a great expense.

The tin roofs, cornices and chimneys of our best business houses were torn away by the storm, leaving the stores and shops unprotected from the rain, which did great damage. In some instances the tin was carried in large sections several rods high in the air, and thrown upon other roofs, while the signs, to a great extent, whirled about at the mercy of the winds; and sidewalks, in whole blocks, were carried bodily for several rods. Carriages, wagons and horses were whirled about promiscuously, and people thrown from them at a distance, being able to save themselves only by holding to fences, and even then lifted from the ground in spite of their utmost exertions.

The country around has suffered generally by demolition of fences, barns, houses, &c., and the groves, in places, have been nearly uprooted.

Altogether, this storm has proved the most terrible calamity that has visited our county, exceeding by far the great storm of 1844; and the freshet has also done sad havoc, widening the streams to the breadth of rivers, in the course of a couple of hours, carrying away fences, lumber; and even houses could not withstand its force. The hail which preceded the storm has also done its work upon the crops of grain, which were very forward.

The damages sustained by the whole country are immense. The loss to our city alone is estimated from $50,000 to $100,000.

SUBSCRIBER.

ADDITIONAL PARTICULARS.

We find the following additional particulars and incidents in the Galesburg *Free Democrat*:

A lady who was walking on the square at the time the storm commenced, was blown from the sidewalk and injured severely. She was found apparently lifeless, and carried into a store, where she soon recovered.

Four miles from the city, near Centre Point, many farm houses were blown down, and horses, cows, sheep, hogs and poultry were killed and blown about indiscriminately over the prairie.

A gentleman who was riding in a buggy on the prairie, was blown against the fence, with buggy, &c., piled upon him. He was searched after by two other gentlemen who happened to be in sight at the time, but could not be found. It was supposed he was rolled into the water and strangled.

Our city police were on duty all night of Thursday, assisting those who were in danger, and for this they certainly deserve the thanks of the city.

At Gilson, a Station on the P. & O. Railroad, East of Knoxville, a store and post-office were leveled to the ground. A dwelling house was blown down, and a woman in it badly hurt.

Near Henderson a barn blew down and killed one man, broke a boy's arm and otherwise injured him.

At Knoxville several houses were considerably damaged, though to what extent we have not learned.

Such a terrible and destructive storm has never been heard of in this country before—there have been tornadoes which have swept everything before them for a few miles, but this storm, we doubt not, was felt all over the country.

THE TORNADO AT OQUAWKA.

[From the Oquawka Plaindealer Extra, 13th.]

A black and dense cloud commenced gathering in the West a few minutes after 3 o'clock accompanied by severe thunder and vivid lightning. It appeared to gather in strength as it approached, and suddenly burst upon us with a powerful gale, the rain at the same time, descending in torrents. The air seemed filled with boards, shingles, and whatever happened to lay around loose.

The large livery stable belonging to Ives, Monigomery & Chapin, was blown to the ground, rendering it a complete mass of ruins. Mr. Ives and his partners, together with Mr. Charles Fleming, Frank Carl and Joseph Burr were in the building just as it began to go over, but all succeeded in making their escape without injury. Those who passed out the west end were obliged to crawl, so strong was the wind against them. There were some twelve or fifteen horses in the building at the time, and marvellous to relate, not one was seriously injured. Several of them were wedged in between the broken timbers, but by the prompt arrival of our citizens they were extricated. A number of carriages, buggies, &c., were almost totally destroyed. The loss to Messrs. Ives & Co., cannot be much short of $3,000.

The Flouring Mill of Reynolds & Sweney was unroofed, and a portion of the east end blown out. The damage to this firm cannot be repaired short of $1500.

The proprietors of the several saw mills in town have met with very severe losses in the breaking of their rafts and the floating off of logs. It is estimated that logs to the amount of over twenty thousand dollars have floated off, but many of them will probably be recovered.

Mr. Charles Blandin will be the greatest loser.

The new house of Dr. Snelling on 3d street, which was not yet completed, was blown to the ground, a heap of ruins.

The warehouse of McKinney & Son was unroofed and otherwise injured. Several reapers in the vicinity were smashed up.

Some ten or fifteen other buildings were more or less injured. Several were moved from their foundations, and many unroofed. Chimneys were blown down, trees uprooted, fences swept away, and a general scene of destruction is exhibited. The general loss to the whole town is estimated at over $20,000.

BUSHNELL.

Here there was a great deal of hail, but no wind. Hardly a whole pane of glass remaining in the whole town.

TOWN OF OKAW DESTROYED.

CHICAGO, May 15, 1858.

EDITORS TIMES—GENTLEMEN: Yesterday (Friday) the thriving town of Okaw, on the Chicago Branch of the Illinois Central Railroad, was visited by a fearful storm, between the hours of 2 and 3 o'clock P. M., demolishing two-thirds of the houses, unroofing the passenger house, and rent in pieces the hotel. While I hasted it was unsafe to be anywhere in the vicinity, for the broken timbers kept flying around in the midst of a perfect deluge. I am glad to inform you that no one was hurt, which, considering the fury of the wind, is looked upon as fortunate and providential.

Respectfully yours, R. F. F.

MONMOUTH.

At Monmouth, in Warren County, the tornado was severe, and much damage was done in a small way. The roof timbers of an unfinished building were carried into the air, and descended on the roof of a store, passing through to the cellar, and *en route* injuring severely, though not fatally, a man in the store.

KEWANEE.

At Kewanee, we learn that the storm was quite severe, but no material damage done in the village. Several houses on the prairie in the vicinity, were blown down.

PEORIA JUNCTION.

We learn that this small town was almost entirely swept down by the tornado.

PRAIRIE CITY.

Here the wind blew very hard and tore away the gangway of the Railroad freight house, unroofed several buildings, and blew down the Academy.

From Prairie City, Avon, and Watago, we hear of injury done to several warehouses and other structures.

At Cameron, a wooden building with its inmates were lifted bodily into the air, from its foundation, and set down less easily than could have been desired, pretty much using up the structure. No one was injured.

COTTAGE HILL.

At this place, on the Galena R. R., one house was blown down, but we hear of no other damage done.

With this exception, there had been no damage done along the line of the Galena road that we can learn.

The Chicago and Rock Island Railroad trains were more or less delayed by obstacles blown upon the track, but no injury was done to interrupt the running of trains.

At Peru the gale was very severe, and damage to buildings reported.

At Rock Island the gale was very severe. Three steamers were blown on the Illinois shore and several coal barges sunk.

Lexington.

LIGHTNING RODS ON A BENDER.—The violence of the tornado at the town of Lexington was so great that all the lightning rods in the place were bent over at an angle of forty-five degrees. The telegraph poles along the Chicago, Alton St. Louis R. R. were scattered promiscuously over the prairie. Passengers who were on the train blown over near Lexington, describe the storm as terrific, beyond all their conceptions of the power of wind.

Corruption in Wisconsin.

Report of the Land Grant Investigation—Startling Disclosures—Nearly the whole Legislature of 1856 bought up.

The report of the Joint Committee to investigate the charges of bribery and corruption, in the passage of the Land Grant bills of 1856, so long expected, was submitted in the Senate and Assembly this morning. It occupied about an hour and a half in reading. The report and accompanying testimony make a volume of nearly four hundred pages. We shall endeavor to find room for the former entire, and some of the material portion of the latter in a day or two. At present, we are obliged to content ourselves with giving a few items.

The members of the Senate of 1856, to whom bonds or stock was assigned by the La Crosse and Milwaukee Railroad Company, were as follows:

G. W. Barnes, bonds	$10,000
C. Clement, bonds	10,000
Reuben K. Baxter, bonds	10,000
Ed. Goss, stock	10,000
W. J. Gibson, stock	10,000
B. G. Child, bonds	10,000
Jackson Hadley, bonds	10,000
E. B. Asbury, bonds	10,000
J. C. Kilbourn, bonds	10,000
E. O'Neil, bonds	10,000
Geo. B. Smith, bonds	10,000
R. F. Weil, ($5,000 for son,) stock	25,000
C. L. Sholes, bonds	5,000
Total	$175,000

Of these, it appears that Sholes did not accept the amount.

The following members of the Assembly of 1856, voted for the Land Grant bill and received each $5,000 in bonds or stocks, with the exception of Robert Aiken, A A Bird, Wm Chappell, E Cram, A W Farr, Geo W Parker, Geo P Thompson and Wm Hull, who each received $10,000, and Thomas Falvey, who received $20,000:

R Aiken, J Anunson, B F Barney, Charles Beger, A A Bird, Louis Bostedo, A Briggs, J T Brown, H Butterfield, D D Cameron, W D Chapin, Wm Chappell, P G Cheeves, W Chipman, W M Colluday, L Conner, E Cram, J Crammond, H Crawford, H C Drake, Thomas Falvey, A W Farr, D Fletcher, M Flood, A D Gray, A Grenlich, G H Hays, J C Hoes, A A Huntington, John James, H. Johnson, P. Johnson, E. Knowlton, J Landerdale, P Lavis, A McCormick, J. Mitchell, D L Morrison, M Murphy, J Noon, J T Palmer, G W Parker, J sell, B F Seymour, B Smith, H S Thomas, George P Thompson, John Tobin, Wm Vespermann, S Wagner, Charles H Walker, J Weaver, Wm. Wipperman, John Wood, W W Woodman, Wm. Hull.

The only members who voted for the bill and received no bonds or stock, were Charles Burchard, M M Davis, J F Potter and Joshua Stark.

Those of the Senate who voted the same way on the bill, and to whom no bonds or stocks were assigned, were J Q Adams, J Fitzgerald, P H Smith and B Worthington; Chas. Dunn, was the only Senator who did not vote on the bill, and to him no bonds or stocks were assigned. L P Harvey did not vote on the passage of the bill, but on leave recorded his vote in favor the next day. No stock or bonds were assigned to him.

Fitzgerald and Smith, however, it is proper to add, seem to have made up for receiving anything from the La Crosse Company by their operations in the North Eastern Land Grant Company.

No members voting against the passage of the bill participated in the spoils. They were thirteen in number, as follows: J Allen Barber, Andrus Cobb, H H Giles, Edward Pier, James Sutherland and David Traylor of the Senate, and Levi Alden, Isaac Brown, C R Head, J H Knowlton, H J Murray, T Newell and Alvin Taylor, of the Assembly.

Those of the Assembly who did not vote on the bill, and to whom no stocks or bonds were assigned, were R C Brazleton, H Catlin, John Childs, John Day, J G Ebinger, J M Evans, H H Gray, J T Mills, D D Noyes, D Reed, S Thomas and S B Townsend.

The following persons who were State officers in 1856, also received bonds as follows:

		Am't at par.
W. M. Dennis, Bank Comptroller, No. of Bonds 10.	$10,000	
Arthur McArthur, Lt. Governor, No. of Bonds 10.	10,000	
S. P. Morgan, Private Secretary of Governor, No. of Bonds, 5	5,000	
A. D. Smith, No. of Bonds, 10	10,000	

The following persons who were officers of the Senate or Assembly in 1856, also received bonds as follows:

		Am't at par.
James Armstrong, Chief Clerk of Assembly, No. of Bonds, 5	$5,000	
W. Pitt Dewey, Assistant Clerk Assembly, No. of Bonds, 10	10,000	
Egbert Mosely, No. of Bonds, 1	1,000	
Total	$16,000	

The following persons who were not members of the Legislature, State officers, or officers of either the Senate or Assembly, in 1856, also received bonds as follows:

	No. of Bonds.	Am't at par.
Alexander Mitchell	10	$10,000
Lyon Mitchell	10	10,000
Elisha Mitchell	10	10,000
Alexander Cramer	10	10,000
Wm. Nelson, (Ed. Sentinel)	10	10,000
J. R. Swarstedt, (Ed. News)	1	1,000
Wm. R. Hibbard	10	15,000
Hon. H. Goodrich	25	25,000
Moses Kneeland	25	25,000
Charles E. Hutchins	20	20,000
Byron Kilbourn	25	25,000
Moses M. Strong	25	25,000
James Lochiegan	10	10,000
H. L. Palmer	1	1,000
Hon. Lyndon	10	10,000
Samuel Hale	10	10,000
E. B. Ward	2	2,000
Horace T. Saunders	5	5,000
C. C. Sholes	5	5,000
H. G. Hamson, of Kenosha	5	5,000
D. Thayer	1	1,000
D. D. Bryant	1	1,000
Daniel Wells, Jr	10	10,000
E. L. Phelps	5	5,000
Total amount, at par		$246,000

"In addition to this, Pump Carpenter received $5,000 from the Company, and M. Schoeffler, of the Milwaukee *Banner*, $10,000.

The remaining portion of the report shows that $50,000 in bonds were paid to Governor Bashford, and then enters upon an exposition of the rascality, improvidence and fraud which has marked the course of the managers of the Company. This part is as astounding as any portion of the report.—*Madison Journal*, 12th.

Lynch Law at Iowa City.

We learn from the Iowa City *Reporter* of a case of mobocracy in that vicinity, resulting in the death of a human being. It appeared there had been a serious difficulty between two men named Philip Clark and Boyd Wilkinson, which produced a strong feeling among the friends of both—Clark's friends being among the best citizens of the place, although he was not a man of good character, while Wilkinson had a still worse character. Last Monday night Clark's barn was burned down, and suspicion at once fastened on Wilkinson. On Tuesday afternoon a party of about thirty-five of Clark's friends left Iowa City, with the expressed purpose of extorting a confession from Wilkinson. He was captured and taken to the river bottom for the administration of "justice." While on the way, he either jumped from the wagon into the river and was drowned or he was thrown in. The *Reporter* seems unable to get the lull facts. It was a most disgraceful proceeding to all concerned. The whole affair should undergo the strictest judicial investigation.

PEDESTRIAN FEAT.—Mickey Free lately attempted, at Newburgh, New York, the feat of walking 110 successive hours, and would undoubtedly have accomplished it had not his friends taken him off the plank by main force on Saturday night, after his having walked 109 hours and 10 minutes. After being taken off, he offered to bet $100 to $50 that he could walk six hours longer, but found no takers.

The Central Railroad Disaster.

Additional Details and Incidents.

EIGHT KILLED—FIFTY-FIVE INJURED.

From various sources we gather the following facts in relation to this terrible disaster:

Both trains reached the fatal bridge about the same instant. Both engines crossed in safety, and neither engineer perceived anything unusual. As the baggage car of the Express, and the first freight of the Accommodation touched the bridge, the north side of the structure gave way. The freight cars went over; one to the bottom of the creek; another diagonally over that; and two others were drawn far off the track, down the embankment, while the residue of the train was thrown from the rails. The single passenger car attached, was badly jarred, but no one was injured.

But the Express train was transformed in an instant from a scene of life to a charnel house. It consisted of four passenger cars. The first car crossed the bridge. The second struck against the abutment, its front sinking and its rear rising. The third shot under and into the second; and the fourth still under and in the third, piling the cars three high. The first car was completely shivered; not a seat left in its place, but all completely wrecked into atoms. The other cars dovetailed into the other, in most disastrous commixture.

The following are the names of those who were killed instantly, or died soon after:

1. A. Moore, of Rising Sun, Indiana, was terribly bruised about the head, producing concussion of the brain. He was taken to the Northern Hotel, and medical attendance provided. But he never spoke after his injury, and died about ten o'clock. He had $180 in money on his person, and had the seeming of a prominent and worthy man.

2. Daniel A. Brayton, Phelps, Ontario, Co., was so crushed that he died instantly. He had a gold watch, $20 in money, valuable papers, and a certificate of membership in I. O. O. F. were found on his person.

3. A daughter of Abram Mack, of Cincinnatti, aged about twelve years. She was in company with her father and mother, who had with them six children. The daughter was instantly killed.

4. A little son of the same family, aged seven years, suffered injuries on the head, was subjected to the operation of trepanning, but died about seven o'clock last evening.

5. An Irishman, aged apparently sixty years, had his head crushed to a jelly, and his arms broken; he probably never realized the terrible blows he received; death doubtless came to him like a flash. Nothing is known concerning him, save that a letter was found on his person, without envelope or address, directing that the answer should be sent to John Fitzgerald, Detroit. His watch was still running when we saw him. He lay in a car at Whitesboro. He had about $40 in gold on his person.

6. A colored preacher, supposed to be named Walter H. Sharpe, on his way to Albany, had both legs broken, and met a speedy death. He lay in a car at the Whitesboro station.

7. Charles Bettman, aged twelve years, son of B. Bettman, who is among the injured, was found about six o'clock last evening in the creek. His body lay at the bottom of the rubbish near the abutment. He was found by W. H. Acker, of Yorkville.

8. Wm. H. Perkins, merchant, Rochester, of the firm of Smith, Perkins & Co., extensive grocers. Head and chest crushed. He lived 30 hours.

Mr. Perkins had many friends in this city by whom his death is deeply deplored.

There were from fifty-five to sixty more or less injured, among them the following:

Abraham Mack, wife and six children, Germans, of Cincinnati, Ohio, all more or less injured. [Two of the children were killed.] A little boy, of some seven or eight years of age, is so severely injured that his recovery is considered very doubtful; two other children are terribly bruised, but will recover. The gentleman and his wife are considerably bruised.

Josephine Hombler, servant girl, accompanying the family of Mr. Mack, severely injured about the head.

G. E. Knowles, of Sanbornton Bridge, N.H., terribly bruised around the head; is now deranged and can hardly recover.

The wife of Michael Broderick, of Boston; had her scalp completely cut around and taken off; her husband and child in adjoining seats were not injured.

Hugh Lisby, of Minnesota, bound for Dover, head cut open badly; the scalp torn off, the forehead and eyelid cut loose.

A Mrs. Cahn from Louisville, Kentucky, is lying at the Northern Hotel with both clavicles broken. There is however, a fair prospect of her recovery.

Ralph Bowman, of Strasburgh, Germany, has a fractured leg and serious wounds in the head. He is regarded as somewhat dangerous. Mr. B. had in his possession quite a large sum in bills of exchange on Strasburgh.

William Snaufer, German, of New York, severely injured in back part of head.

Francis Bicknell, of Rome, badly bruised.

Hugh Clesely, Cornwall, England, injured severely about the head and body.

John Monroe, of Greenbush, hurt internally.

Walter H. Shube, Rome, Richland county, Ohio, injured about the spine and hip. The small bone of one leg is broken, but he will recover. Mr. S. lost a quantity of gold coin, which was spilled from his pocket when he was thrown head foremost against the side of the car.

S. S. Horton, Binghamton, had his throat cut from ear to ear, as completely as though it was done with a knife, and yet the doctors say he may recover.

M. Bettman, Cincinnati. Very badly injured about the head and chest. One of his arms is also fractured. There is a probable chance that he will survive, although terribly cut up. He was sitting by the side of his son who was killed. He was on his way to Germany to place his boy with his grandfather to be educated.

John Munroe, of Greenbush, had a narrow escape from death, and suffered considerable internal injury. He sat in the third seat in the car, and was projected completely to the other end, with fragments of seats, rails and limbs of the passengers, and the stove piled upon him.

Karl Hover, of St. Louis, bound for Germany, was pretty severely bruised. He was accompanied by his wife and a little child.—The former is somewhat bruised and burned; the latter, some two years of age, is very badly burned by the upsetting of the stove in the car, and probably will not recover.

J. F. Tracey, Superintendent of the Chicago and Rock Island Railroad, badly cut over the eye, but not dangerously.

S. P. Tuttle, Dry Ridge, Kentucky, has his shoulders injured and probably is internally hurt.

John Wallace, of Eagle Harbor, Lake Superior, bruised about the neck and back of the head. His seat also was in the rear car.

The others injured are not considered dangerously so.

The Express Train was behind time and the passengers say that it was going at the rate of at least sixty miles an hour. Little reliance can be placed upon the statement as to the rate of speed.

[From the Utica Observer of Tuesday.]

Each train was on its proper track, and going at full speed, as usual. The engines of the trains passed each other safely. By some accident, however, to the track, the bridge or the car trucks, the baggage car of the down train was thrown off the track, and instantly came into collision with the freight cars of the up train! The passenger train was of course brought to a dead stop, and the consequences were terrific. The baggage car scraped against the freight cars until one side of it was torn completely off, but it succeeded in passing the bridge. The first passenger car, immediately following, also cleared the bridge, but was thrown off its trucks by the concussion and laid flat across the track. The inside of the car was demolished, and the passengers bruised, but by wonderful good fortune not one was killed or dangerously injured in the car.

The second car, which had not cleared the bridge, was thrown by the concussion off the track and went headlong into the stream, striking its forward end directly against the eastern stone abutment of the bridge, with the full momentum accompanying a speed of forty miles an hour! The forward part of the car was shattered into splinters, and presented the appearance of having suffered from an explosion of gunpowder. The condition of the passengers in this car may be better imagined than described. Many were killed outright, and others fatally injured. The scene is described as heart-rending and terrific to the last degree. The third car followed the second and ran directly on top of it, striking the abutment the same way, and meeting a similar fate. The fourth car also ran off, and its forward end pitched into the creek.

The cars lie broken and piled up on one another as high as the telegraph wires, presenting a scene such as the oldest railroad men declare they have never witnessed before. The bridge is broken down and impassable.

The *Times* learns from a lady passenger, on the Cincinnati Express train, that the accident was one of the most appalling that the mind can conceive of. When the bridge broke the passenger cars were piled one upon the other, and it was necessary to pull the people out. When she reached terra firma, the first sight that met her vision was the dead bodies of two children of about five years each; the bodies of three or four dead persons, and numerous men, women and children crying in agonizing strains for help.

One female, this lady says, was hanging suspended by her feet from the bridge. Our informant adds that it was found necessary to cut away that portion of the bridge which held the unfortunate female as in a vice, before her lower limbs could be extricated.

The cause of the catastrophe is differently stated. One version is, that an axle of the Express baggage car broke, just as it reached the bridge, and threw the truck crosswise, blocking up the tracks, and throwing both trains against the trusses, thus breaking the latter and plunging the former into frightful ruins. The other version is, that the weight of the two trains going in opposite directions, and swaying the structure, was too much for its strength, and the timbers of the north side giving way, let down the freight cars with a great crash, but as the Express train was going more rapidly, it reaped the full harvest of fatality and ruin. The timbers of the bridge were certainly rotten. Some of the main beams, as they were taken by pieces from the ruins, were pulpy and friable from the progress of decay.

In regard to the condition of the bridge, the evidence of George Balis, a Justice of the Peace before the Coroner's Jury, would seem to settle that question:

George Balis, being duly sworn, says:—I reside in Whitestown; I am a Justice of the Peace: I know the bridge where this disaster happened this morning; have noticed it before this morning; I was down to the bridge one week ago last Sunday morning; in passing over this bridge I noticed the kind of timber and the rottenness of it; the timber was what is called bastard elm; the general appearance of several of the timbers was that they were worthless; I noticed that several were water soaked; the sticks were about 12 inches square; this timber is predisposed to decay and does not season; I was perfectly satisfied that the timber was decayed; there were two certain, and, I think, more sticks of timber of this kind running parallel with the rail road; I do not know how long the bridge has been built; I have seen this bridge to-day after it was broken; I noticed two sticks very much decayed, one was on the North side and the other on the South track; these stringers I saw to-day were parallel with the rail road; they were broken and badly decayed; I think these were the ones I noticed before the disaster; I thought at that time I would not risk myself on the bridge on a train of cars; thought if I was going East I would take the cars at Utica, and if going West would take them at Whitetboro, as not to pass over this bridge in them.

Other witnesses testified to the same effect.

THE SCENE OF THE ACCIDENT.

The scene of this disaster, which will link the name of the Sanquoit with the Des Jardins in the record of horrors, is between the Erie canal and the Mohawk river, and directly opposite the village of Yorkville. The bridge was about thirty-five feet span, of wood, with stone abutments. The distance to the water is about eight feet, and the depth of the water not over four feet.

The wood work is of elm. The timbers outside appear comparatively solid, though worm eaten, but where broken, several of the beams are rotten nearly through and through. Mr. Everett, master of wood repairs on the road, informs us that this bridge was rebuilt only three years ago.

The heap of ruins at a distance even were not to behold. As one drew nearer, he saw on the south side of the track a passenger car in splinters, and the bridge crushed; a pile of passenger cars rising twenty to thirty feet into the air; freight cars on the bank and in the creek; and here and there gouts of blood, and fragments of clothing that hinted at the terrible casualty. Some idea of the horrible nature of the catastrophe may be formed from the following facts: The space between the stone abutments of the bridge is fifty-four feet, and the fall to the bed of the creek is about ten feet. The length of a passenger car is thirty-five feet. Three cars lay lengthwise within this space of forty-four feet—none of them turned out of the direct line, but shot down as straight as they stood a moment before on the track. One hundred and five feet of cars, therefore, crowded with human beings, were crushed into fragments, or driven up into each other like the rounds of a telescope, within the space of forty-four feet, or a little more than the length of a single car.

The English Bill—Our Duty.

In a spirit of autocratic dictation, Congress says to the people of Kansas: "If you will take the Lecompton Constitution and slavery, we will not only admit you into the Union without regard to your present population, but give you a munificent grant of lands that will enable you to start, with full pockets, in your career as a State. If you won't accept this proposition you shan't come into the Union at present, nor have a single acre of land." This is the sum and substance of the Bill of Mr. English passed by Congress.

In reply thereto, say the people of Kansas: "We spurn your slave-bribe with scorn and indignation. There is not wealth enough in the world to make us accept the Lecompton iniquity, and we will not tamely submit to such wrong, outrage and insult. Against it we do most solemnly protest, and, in protesting, we call upon the free people of the free North to aid us in vindicating our rights against the usurpation of a degraded Federal Government and a bribed Congress."

Upon this issue the next Congress will be elected, and the right will triumph. With our Constitution will we then knock again for admittance. The act recently adopted can easily be repealed, for, since the repeal of the Missouri Compromise, we have learned that there is nothing binding in a Congressional act outside the limits of the Federal Constitution, and we may be admitted, unless Buchananism checks us with his veto. And if he does, why let it be. We want no better capital than such a veto for 1860.

Our duty for the present is plain. After the organization under the Leavenworth Constitution is perfected, and we have something upon which to fall back upon in any emergency, we should see to it that our organization is in the control *of the proper element*. We should guard against the insiduous approaches of the "National Democracy," and stand together, like a band of brothers, working in a common cause, and never allow ourselves to be defeated through those professing to be our friends. Kansas is free. We must therefore now secure something more about a man than that he is Free State. A *sterner test* must be applied if we would preserve the integrity of a freedom party, and prevent the uprising of an organization akin in aim and spirit to that corrupt party whereof James Buchanan is the acknowledged head and chief.—*Leavenworth Times, 9th, (Vaughn's paper.)*

FROM LAKE SUPERIOR.—The propeller Iron City came in yesterday afternoon from Superior City. She brought down about seventy passengers, and 250 tons of copper from Eagle River for Cleveland, and 14 barrels of copper from Eagle Harbor for Detroit. She met the steamer North Star at Eagle River last Tuesday, and the Lady Elgin at Copper Harbor, both on their way up. She met the Mineral Rock in Lake Huron, and the United States steamer Search below the Sault. The schooner Ballard was at Copper Harbor unloading coal, and the schooner Worthington at the Sault. The water in Lake Superior is now twenty-six inches lower than it was last season. It has fallen some four inches since the opening of navigation this spring. The Iron City took up a surveying party of thirty or more, and landed them on the north shore of the lake.—*Detroit Free Press.*

Hats & Caps.

HATS, CAPS AND STRAW GOODS,
At Wholesale.
E. R. KELLOGG & CO.
Have removed from 56 Lake street to
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WE ARE NOW RECEIVING A FULL assortment of NEW GOODS for Spring and Summer trade, consisting of all the new and desirable styles, and to which we would invite the attention of all buyers in this market. mh26-2m,m87

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WHOLESALE DEALERS IN
HATS, CAPS AND STRAW GOODS,
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ARE DAILY RECEIVING A LARGE assortment of the above articles for the coming season.

☞ Merchants are invited to call and examine our stock, which we guarantee
Will Give Satisfaction.
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CHARLES'
LONDON CORDIAL GIN
THE
Original and only London Gin Imported.

THIS GIN, DISTILLED IN LONDON from sound barley, under the supervillance of the British Excise Laws, is delicately flavored with a tincture of the Italian Juniper Berry and some of the most valuable resinvires of the Vegetable Kingdom, rendering it, in the opinion of the most eminent medical men, the purest and safest stimulant or diuretic ever yet offered.

It is a delicious tonic, of a soft and delicate flavor, differing entirely from any other Gin, and devoid of that harsh, acrid taste, which renders the use of it known as Holland Gin or schnapps, so objectionable.

Though not intended as a medicine, it is recommended by physicians generally in cases of Dyspepsia, Gout, Rheumatism, Dropsy, Gravel, Colic, Cholera, Fever and Ague, Strictures, Diseases of the Urinary Organs, the Kidneys and the Bowels, Nervous Debility, &c., whilst the weaker sex will find by its adoption a sure relief from those distressing annoyances which frequently attend their delicate organization.

Dr. Valentine Mott, of New York, the highest medical authority, pronounces Charles'

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part of Hemlock and Oak Sole, French and
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CARD TO THE LADIES.
ONCO'S GOLDEN PERIODICAL PILLS,
For Females,
INFALLIBLE FOR REMOVING
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Opticians.

IMPROVE YOUR EYESIGHT.
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To those Suffering from Bad Eyesight.
DR. ROSENBERG, OPTICIAN AND OCULIST, (late of Paris, France,) calls the attention of the public and of those who are afflicted with sore or inflamed eyes, to the fact that he has opened rooms for the treatment of such diseases, and for the sale of Spectacles and Eye-glasses, of his own manufacture, which he warrants to be superior to any in the United States.
Having had many years' experience in the treatment of diseases of the eye, and in the manufacture of Spectacles and Eye-glasses, he feels confident that he can give satisfaction to all who may favor him with a call.
Dr. R. has invented a new and improved Eye-glass, which is highly recommended by all who have used them. They are light, durable, and will not tarnish. Also, Magnifying and Opera Glasses, Microscopes, Thermometers, &c., always kept on hand.
Dr. R. is the only person in the United States who manufactures the Concave Lens, which is the best for the relief of near-sighted persons.
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Railroads.

Going East.

Mich. Southern & Nor. Ind. R. R. Co.

SUMMER ARRANGEMENT, 1868.

CHANGE OF GAUGE AND AFTER MAY 9TH, 1868, PASSENGER TRAINS WILL LEAVE CHICAGO AS FOLLOWS:

Night Express ..... 4:30 P. M.
Atlantic Express ..... 9:00 P. M.
Accommodation ..... 8:00 A. M.

Through Tickets to Boston, New York, Albany, Troy, Buffalo, Rochester, Niagara Falls, Suspension Bridge, Cleveland, Detroit, Toledo, Cincinnati, Indianapolis, Louisville, Pittsburgh, Philadelphia, Baltimore, Washington, and all points East, South and West, for sale at the Company's Office, No. 65 Clark street, Sherman House, and at the Depot, foot of Lake street.

Baggage checked through and no change of cars.

H. J. CRAWFORD, Gen. Pass. Agt. E. H. BOOTH, Agent.

Chicago, Rock Island & Pacific R. R.

ON AND AFTER MAY 17TH, 1868, PASSENGER TRAINS WILL LEAVE AND ARRIVE AT CHICAGO AS FOLLOWS:

Leave Chicago ..... Arrive at Chicago
9:00 A. M. ..... 5:30 P. M.
4:30 P. M. ..... 10:00 A. M.
9:00 P. M. ..... 6:30 A. M.

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Through Tickets to all points East, for sale at the Company's Office, No. 56 Clark street, Sherman House, and at the Depot.

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With but one Change of Cars to Philadelphia.

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